



# Master Thoroughfare Plan Update

MTP Public Meeting No. 5



August 31, 2015



# Agenda

- Follow up from Initial Round of Public Meetings
- Draft MTP Goals and Objectives
- Review of Project Framework
- Draft Cross Sections and Selection Process
- Description of Street Type Map
- Description of Lanes Map
- Results of Peer Cities Review
- Next Steps
- Discussion and Feedback

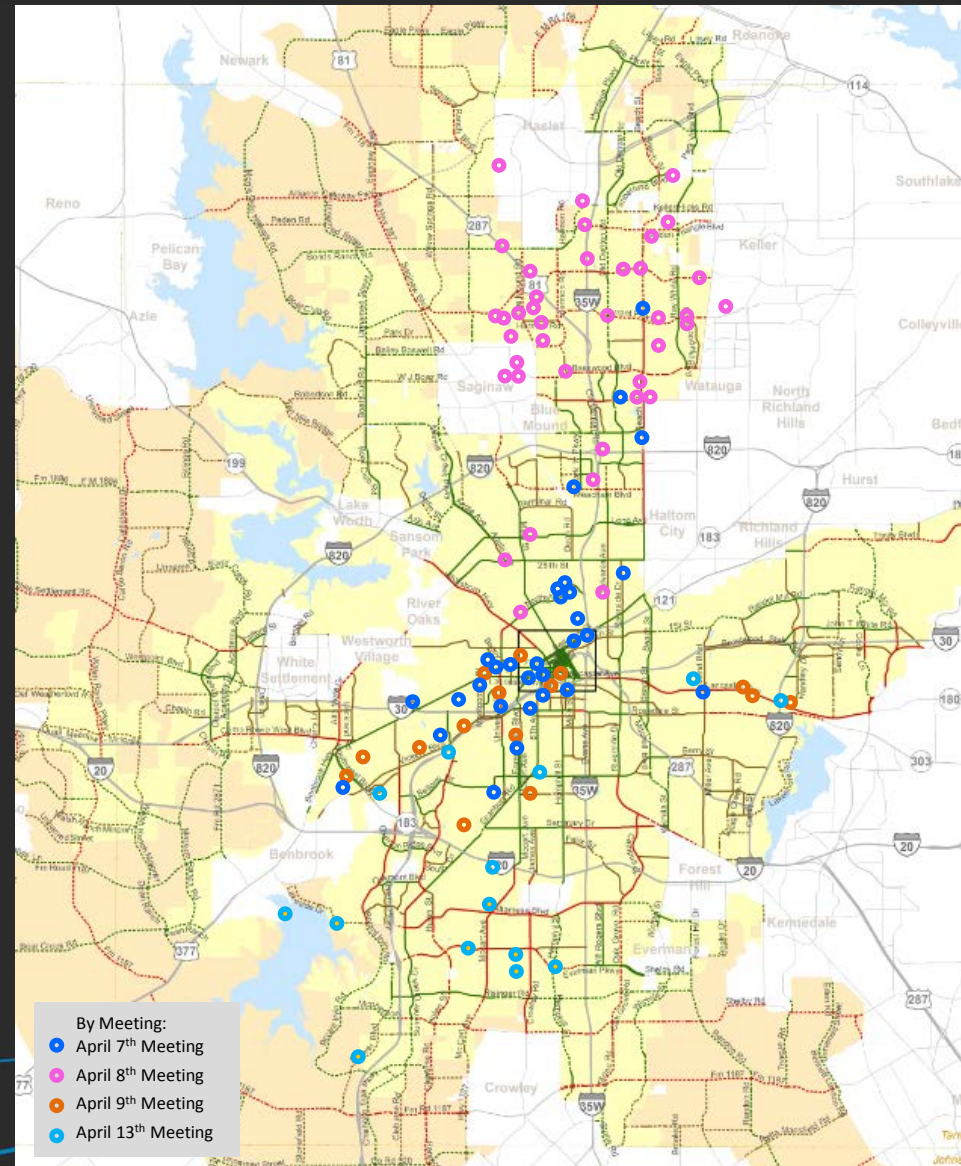
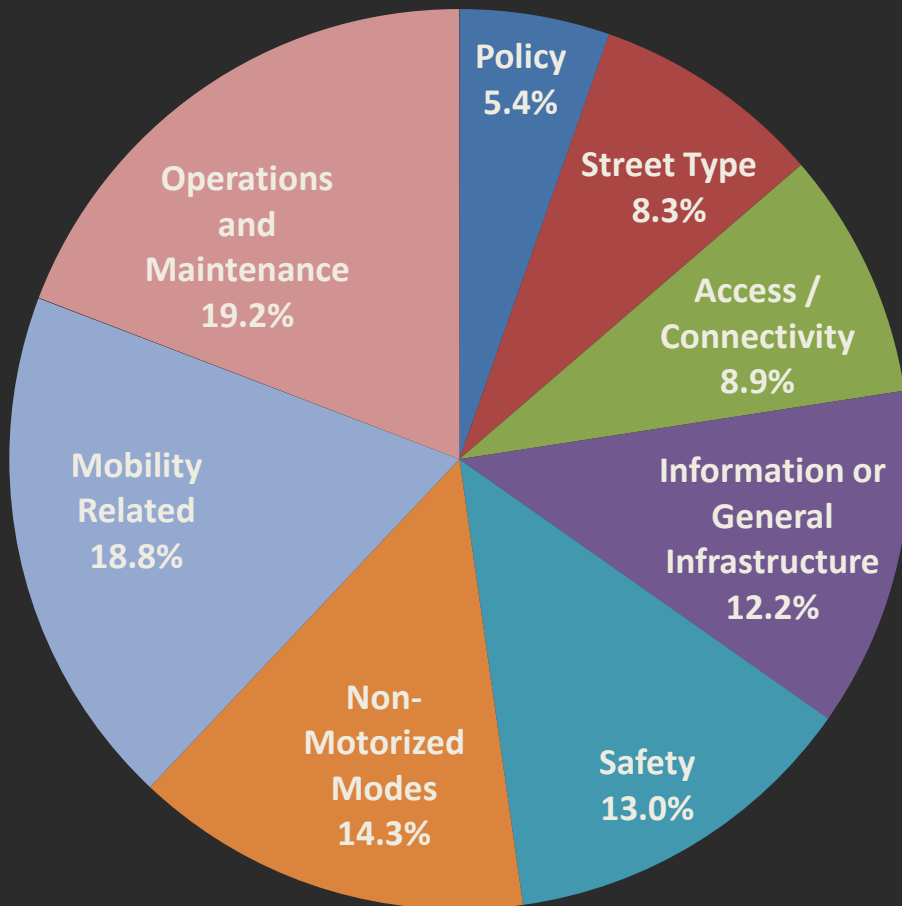


# Follow Up from Initial Public Meetings



# Follow Up from Initial Public Meetings

## Comments Summary





# Dispensation of Public Comments

| Public Meeting Exit Interview Card Comments – April 7-13th   | Meeting Date | Information wanted or General Infrastructure comment | Policy related comment | Mobility related comment | Non-Auto Mode Choice related comment | Access or Connectivity related | Safety Related | Operations and Maintenance related | Street Type comment | Comment dispensation                           |
|--|--------------|--|------------------------|--------------------------|--------------------------------------|--------------------------------|----------------|------------------------------------|---------------------|--|
| Question 1 - 1. What are your top three transportation concerns when you think of getting around the Fort Worth; getting to and from work or school, etc.?   | 4/7/2015     | i  | p                      | m                        | mo                                   | a                              | s              | o&m                                | ST                  |  |
| As a cyclist and commuter, I'd like to see more "share the road" signs and sharrows.   |              | i  |                        |                          |                                      |                                |                |                                    |                     | Passed on to Bike/Ped team for consideration   |
| Mass transit, poor bike lanes  |              | i  |                        |                          |                                      |                                |                |                                    |                     | Distributed for consideration in MTP Update    |
| Bus Rapid Transit with dedicated ROW. Don't think we will see light rail or streetcars in my lifetime  |              |  |                        |                          | mo                                   |                                |                |                                    |                     | Distributed for consideration in MTP Update    |
| Ability to ride a bicycle, ability to walk, ability to take transit  |              |  |                        |                          | mo                                   |                                |                |                                    |                     | Distributed for consideration in MTP Update    |
| Safety, accessibility, congestion  |              |  |                        | m                        |                                      |                                | s              |                                    |                     | Distributed for consideration in MTP Update    |
| Travel time due to traffic. Proper stop lights and cross walks. Bike & pedestrian friendly road ways.  |              |  |                        | m                        |                                      |                                |                | o&m                                |                     | Distributed for consideration in MTP Update    |
| Make more pedestrian friendly streets and bikes  |              |  |                        |                          | mo                                   |                                |                |                                    |                     | Passed on to Bike/Ped team for consideration   |
| Lack of transit orientated design, lack of transportation and facilities integration planning in urban corridors in the central city   |              |  |                        |                          | mo                                   |                                |                |                                    |                     | Distributed for consideration in MTP Update    |
| Mitigation of bottlenecks. Access to highways/major road   |              |  |                        |                          |                                      |                                |                | o&m                                |                     | Distributed for consideration in MTP Update    |
| Align/increase throughput on major thoroughfares to confirm to motorists expectations; EGG 199 northbound out of downtown, US 377 NB FTW to Keller   |              |  |                        | m                        |                                      |                                |                |                                    |                     | Geocoded and Passed to TXDOT for consideration |
| Slow traffic down! More bike lanes and greater pedestrian safety   |              |  |                        |                          | mo                                   |                                | s              |                                    |                     | Distributed for consideration in MTP Update    |
| Question 3 - What street or intersection in FW would you like to see more of and why?  |              |  |                        |                          |                                      |                                |                |                                    |                     |  |
| The "road diet" with the traffic islands on Rosedale in the Southside. It slows down traffic. The traffic circles on Riverside.  |              | i  |                        |                          | mo                                   |                                |                |                                    |                     | Distributed for consideration in MTP Update    |
| Crosstown bike lanes have designated off road bike lanes   |              |  |                        |                          | mo                                   |                                |                |                                    |                     | Passed on to Bike/Ped team for consideration   |
| Forest Park Blvd. should look for bus connectivity and more economic development   |              |  |                        |                          |                                      | a                              |                |                                    |                     | Distributed for consideration in MTP Update    |
| Berry Street by TCU - calmed traffic, nice sidewalks, landscaping, etc.  |              | i  |                        | m                        |                                      |                                |                |                                    |                     | Distributed for consideration in MTP Update    |
| Magnolia - slow speeds, plenty of crosswalks, moderate parking   |              | i  |                        | m                        |                                      |                                |                |                                    |                     | Distributed for consideration in MTP Update    |
| No comment   |              |  |                        |                          |                                      |                                |                |                                    |                     | No Comment                                     |
| No comment   |              |  |                        |                          |                                      |                                |                |                                    |                     | No Comment                                     |
| Carverly and Rosedale - safety hazard. Degrades neighborhood openness.   |              |  |                        | m                        |                                      |                                | s              |                                    |                     | Distributed for consideration in MTP Update    |
| No comment   |              |  |                        |                          |                                      |                                |                |                                    |                     | No Comment                                     |
| Create a safe, bikeable link between Fairmount/Southside and Alamo Heights. (Restore Vickery Blvd Bridge Across Trinity, or build a trail bridge near the Zoo train bridge.  |              |  |                        |                          | mo                                   | a                              |                |                                    |                     | Passed on to Bike/Ped team for consideration   |
| Magnolia. Traffic is calmed and bike lanes are comfortable to use.   |              |  |                        |                          | mo                                   |                                |                |                                    |                     | Passed on to Bike/Ped team for consideration   |
| Question 4 - What street or intersection do you not want to see more of and why?   |              |  |                        |                          |                                      |                                |                |                                    |                     |  |
| Wide "Houston" boulevards (four and five lanes)  |              |  |                        |                          |                                      |                                |                |                                    | st                  | Distributed for consideration in MTP Update    |
| West Lancaster from I-35 West no bike lanes then narrow going under I-35 ramp then no bike lanes going into Park   |              |  |                        | m                        | mo                                   |                                |                |                                    |                     | Passed on to Bike/Ped team for consideration   |
| No comment   |              |  |                        |                          |                                      |                                |                |                                    |                     | No Comment                                     |
| Berry Street between Hemphill & TCU - 6 lanes and turn lane is too wide, cars travel fast, divides residential neighborhoods   |              |  |                        | m                        |                                      |                                |                |                                    | st                  | Distributed for consideration in MTP Update    |
| W 7th St. and Carroll, Light Patterns add to congestions, left hand turn lane on Carroll creates accidents. Very difficult to cross as pedestrian.   |              |  |                        |                          |                                      |                                | s              | o&m                                |                     | Distributed for consideration in MTP Update    |
| No comment   |              |  |                        |                          |                                      |                                |                |                                    |                     | No Comment                                     |
| Hulen & I20 intersections need improvements to reduce congestion. Improvement needed on Main & Jenning from downtown to near Southside.  |              | i  |                        | m                        |                                      |                                | s              |                                    |                     | Distributed for consideration in MTP Update    |
| No comment   |              |  |                        |                          |                                      |                                |                | o&m                                |                     | No Comment                                     |
| A couple of intersections have unprotected Left Turns. These cause left turners to "jump the gun" and turn left in front to it   |              |  |                        |                          |                                      |                                |                |                                    |                     | Distributed for consideration in MTP Update    |
| Remove the yellow plastic warning marks from the center of W. Magnolia Ave. They cause drivers to encroach upon cyclists who are using the bike lane.  |              | i  |                        |                          |                                      |                                | s              |                                    |                     | Passed on to Bike/Ped team for consideration   |
| W. 7th/University. Traffic fast and hard to use on bike until bike lane begins.  |              |  |                        |                          | mo                                   |                                | s              |                                    |                     | Passed on to Bike/Ped team for consideration   |
| Comments   |              |  |                        |                          |                                      |                                |                |                                    |                     |  |
| I believe more traffic circles instead of intersections help with the flow. Roads that have shoulders should be bike lanes. Really wide boulevards should have a bike lane or sharrows. Raised bike lanes are the future!    |              | i  |                        |                          |                                      |                                |                |                                    |                     | Passed on to Bike/Ped team for consideration   |
| Cycling is more than just a sport. It is transportation and needs to be treated as such.   |              |  |                        |                          | mo                                   |                                |                |                                    |                     | Passed on to Bike/Ped team for consideration   |
| Transit should be discussed at every city council meeting. I would like to know each council members long term transportation vision.  |              | i  |                        |                          |                                      |                                |                |                                    |                     | Distributed for consideration in MTP Update    |
| I'm excited to see the focus move from just moving vehicles to moving people. Hemphill street feels wider than needed; narrower lanes/bike facilities could help to calm traffic   |              |  |                        | m                        | mo                                   |                                | s              |                                    |                     | Distributed for consideration in MTP Update    |
| With FW growing so quickly, construction has become almost constant. Plan needs to be put in place to handle traffic during construction periods   |              | i  |                        |                          |                                      |                                |                |                                    |                     | Distributed for consideration in MTP Update    |
| No comment   |              |  |                        |                          |                                      |                                |                |                                    |                     | No Comment                                     |
| No comment   |              |  |                        |                          |                                      |                                |                |                                    |                     | No Comment                                     |
| Need to pay more attention to Miller to 820, project and the flow of traffic in the city. Look at percentage of workforce affected.  |              |  |                        | m                        |                                      |                                |                |                                    |                     | Geocoded, addressed in MTP evaluation          |
| No comment   |              |  |                        |                          |                                      |                                |                |                                    |                     | No Comment                                     |
| Left turn on to NB 8th - Cleburne Rd. Stop line and in-road metal detector (trigger) should be before the RR Track. Add signs "Do not stop on track" (This is also an issue further south on Cleburne Rd. at Benbrook Blvd.) |              | i  |                        |                          |                                      |                                | s              | o&m                                |                     | Comment to TPW                                 |
| I hope Fort Worth can include more bicycle usage into areas like Camp Bowie, Hemphill and Berry Street. WE need a way to cross North of 820 on bicycles.   |              |  |                        |                          | mo                                   | a                              |                |                                    |                     | Passed on to Bike/Ped team for consideration   |



# DRAFT GOALS AND OBJECTIVES



# Purpose and Interrelationships



## Fort Worth MTP - Vision, Goals and Objectives

### Vision Statement

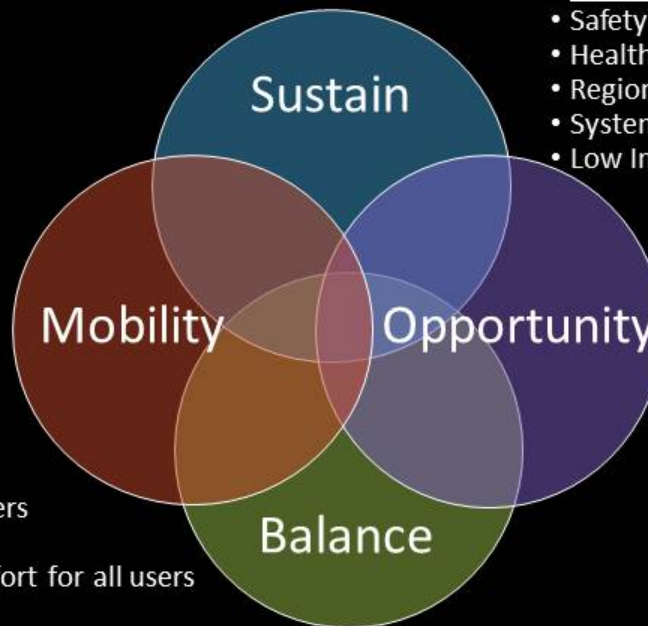
**Provide a complete and connected, context sensitive transportation system for all users that supports mobility, healthy living and economic benefit.**

### Mobility

- Diverse Mobility Options
- Connect Users and Goods to Places Efficiently
- System Reliability

### Balance

- Context Sensitive Design for All Users
- Right Sizing Roads
- Complete Streets: Safety and Comfort for all users
- Network choice for destination
- Cost Effective, Fiscal Stewardship



### Sustain

- Safety
- Healthy Communities
- Regional Coordination
- System Management
- Low Impact Development (LID) Options

### Opportunity

- Infrastructure to Support Growth
- Streets that Collect Activity as well as Circulate People
- Opportunities for Prosperity
- Transit Oriented Development

**WORKING DRAFT**

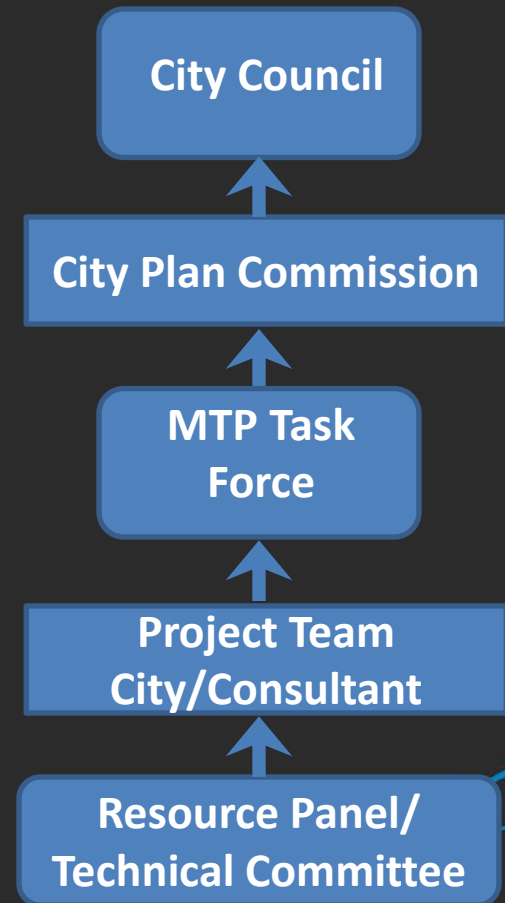


# PROJECT FRAMEWORK



# MTP Committee Structure

- Council Appointed Task Force
  - Michael Bennett (Chair)
  - Carlos Flores
  - Malcom Loudon
  - Rusty Fuller
  - Scott Willingham
  - Tom Galbreath
  - Brian O'Neill
  - Erma Bonner-Platte
  - Jason Brown

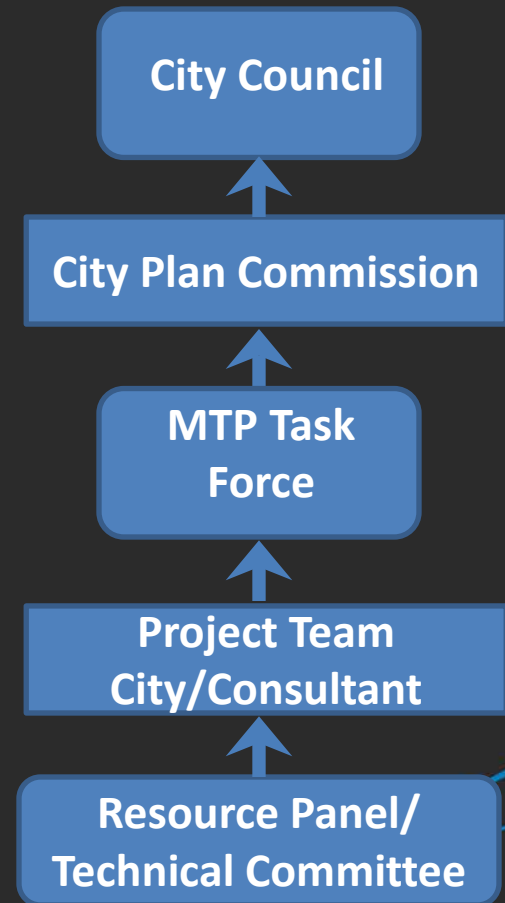


# Role & Responsibilities of Task Force

- Provide input on specific **thoroughfare alignments**
- Provide feedback on **street types** and **design elements**
- Review and comment on MTP Update proposals at key **project milestones**
- **Review input** from Resource Panel
- **Monitor comments** from public meetings
- Offer **recommendations** on update to Plan Commission and City Council

# Resource Panel

- Provide stakeholder feedback on:
  - Current and proposed MTP alignments
  - Elements of the street types and design elements
  - Milestones of the project
  - Current MTP amendment processes



# Resource Panel Members

- Community Groups
- Neighborhood Groups
- Business Groups
- Streams & Valleys
- Blue Zones
- Economic Development Organizations
- Large Property Owners/Developers
- School Districts
- Interdepartmental city team
- County representatives
- Regional Partners (TxDOT, NCTCOG, The-T, etc.)
- Fort Worth Bike Sharing
- Public Health
- Utility providers



# NEW ARTERIAL STREET TYPES FOR FORT WORTH





# Current Classification System is Limited

Principal Arterial



Major Arterial



Minor Arterial



# New System Incorporates

- “Complete Streets” Elements

Bike Lanes



Parking



Shared-Use Paths



Transit Lanes



Median Options





# How to Implement a Flexible System?

## Step 1: Overhauled Street Types, Tailored to the Surroundings

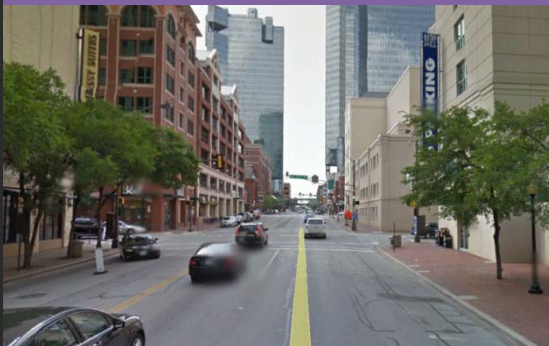
Activity Street



Neighborhood Connector



Commerce/Mixed-Use Street



Commercial Connector

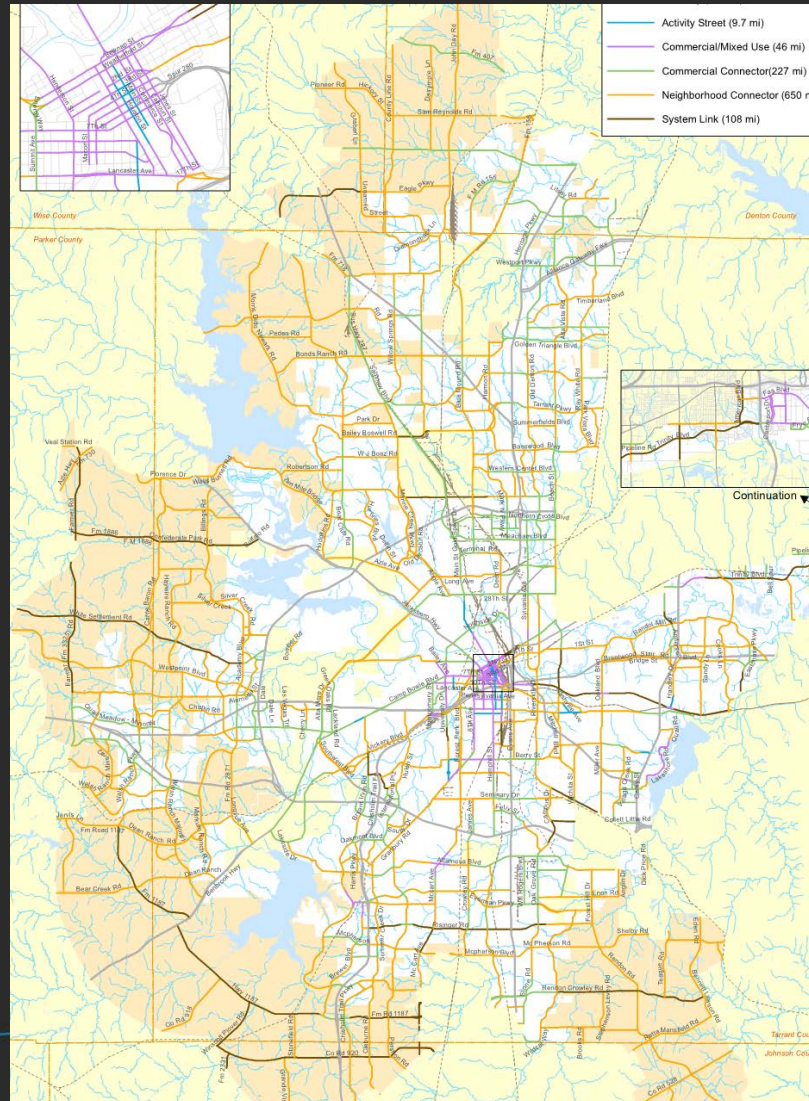


System Link



# How to Implement a Flexible System?

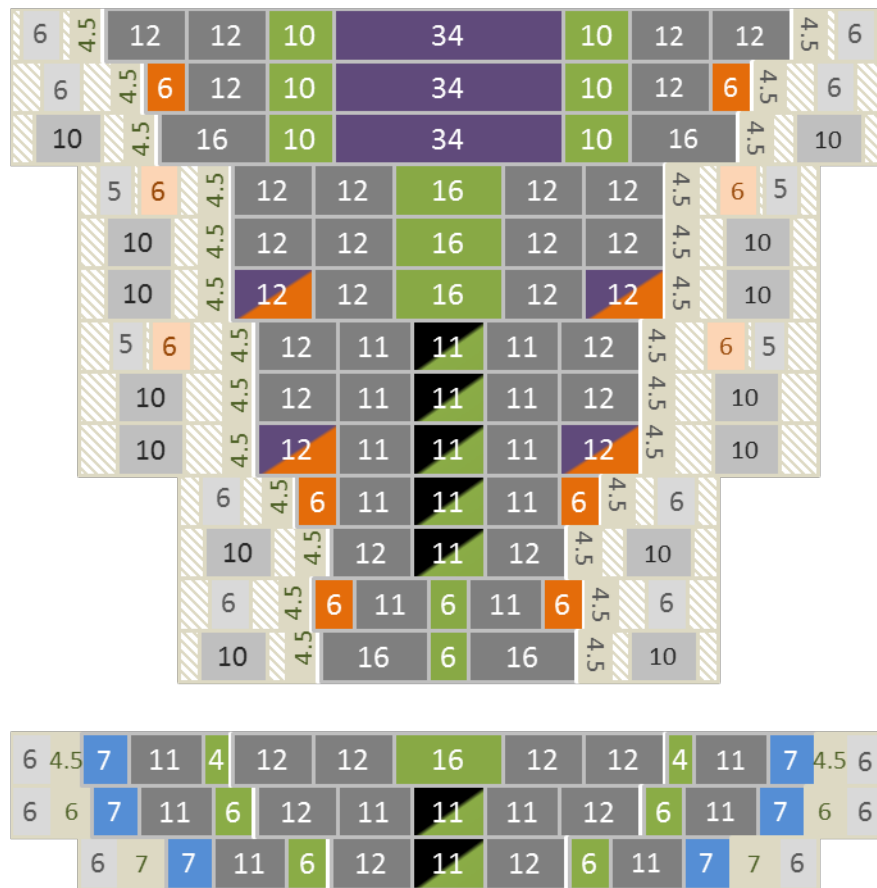
## Step 2: A Vision of Where these Street Types Belong in Fort Worth



# How to Implement a Flexible System?

## Step 3: Multiple Options for Each Street Type

### Neighborhood Connector

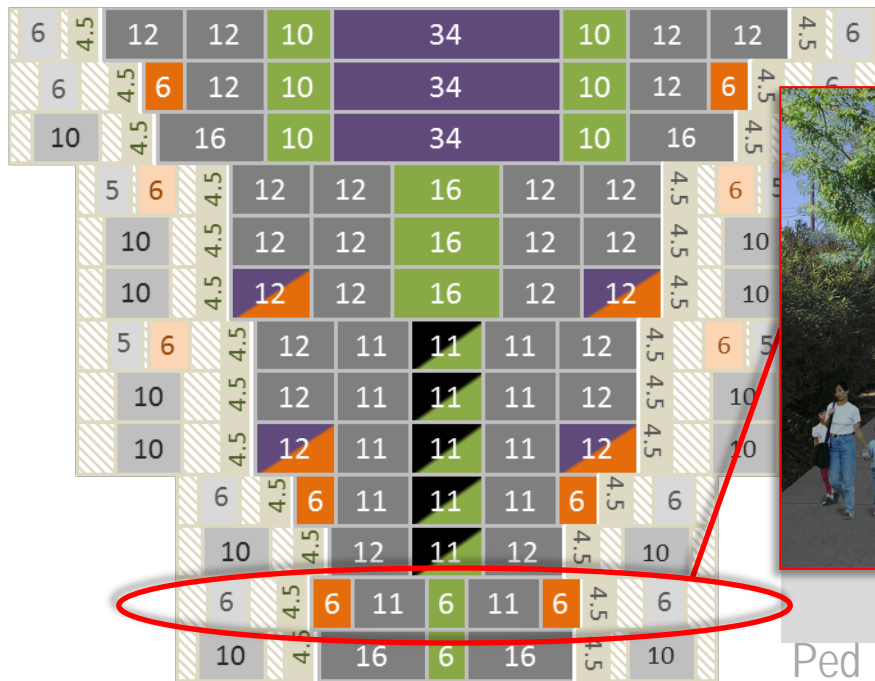




# How to Implement a Flexible System?

## Step 3: Multiple Options for Each Street Type

### Neighborhood Connector



Ped Buffer Bike Auto Median



# How to Implement a Flexible System?

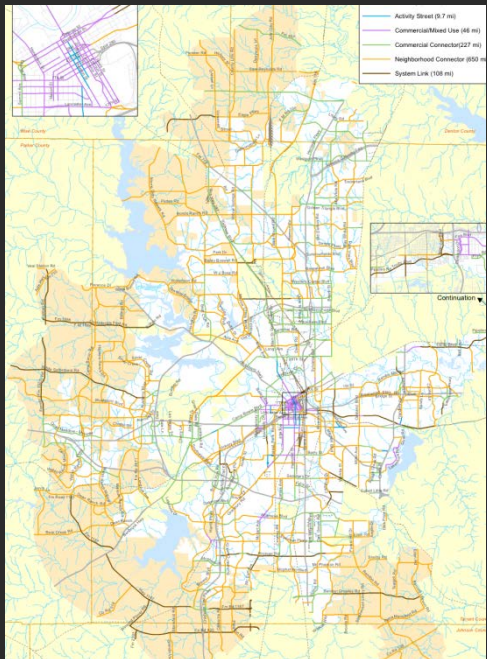
Step 4: A Process to Select the Right Section for each Segment of Road

Street  
Type ▷ Lanes ▷ Transit ▷ Median ▷ Parking ▷ Bikes

# How to Implement a Flexible System?

## Step 4: A Process to Select the Right Section for each Segment of Road

Street  
Type

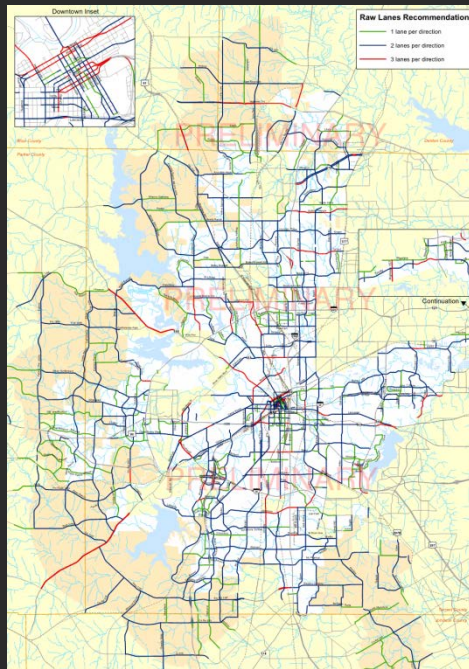


One of 5  
Street Types  
based on  
Street Type  
Map

# How to Implement a Flexible System?

## Step 4: A Process to Select the Right Section for each Segment of Road

Street Type ➤ Lanes ➤ Transit ➤ Median ➤ Parking ➤ Bikes



Number of  
lanes in  
each  
direction  
from Lanes  
Map

# How to Implement a Flexible System?

Step 4: A Process to Select the Right Section for each Segment of Road

Street Type ➤ Lanes ➤ Transit ➤ Median ➤ Parking ➤ Bikes

Special transit facilities based on the T's Transit Plan





# How to Implement a Flexible System?

Step 4: A Process to Select the Right Section for each Segment of Road

Street Type ▷ Lanes ▷ Transit ▷ Median ▷ Parking ▷ Bikes

Median Type  
based on traffic  
volumes, number  
of lanes, other  
corridor features



# How to Implement a Flexible System?

Step 4: A Process to Select the Right Section for each Segment of Road

Street Type ▷ Lanes ▷ Transit ▷ Median ▷ Parking ▷ Bikes

Parking type  
(parallel, angle,  
none) based on  
traffic volumes and  
number of lanes



# How to Implement a Flexible System?

Step 4: A Process to Select the Right Section for each Segment of Road

Street Type ▷ Lanes ▷ Transit ▷ Median ▷ Parking ▷ Bikes

Bike facility based on Bike Fort Worth Plan, traffic volumes, parking type, and other corridor features



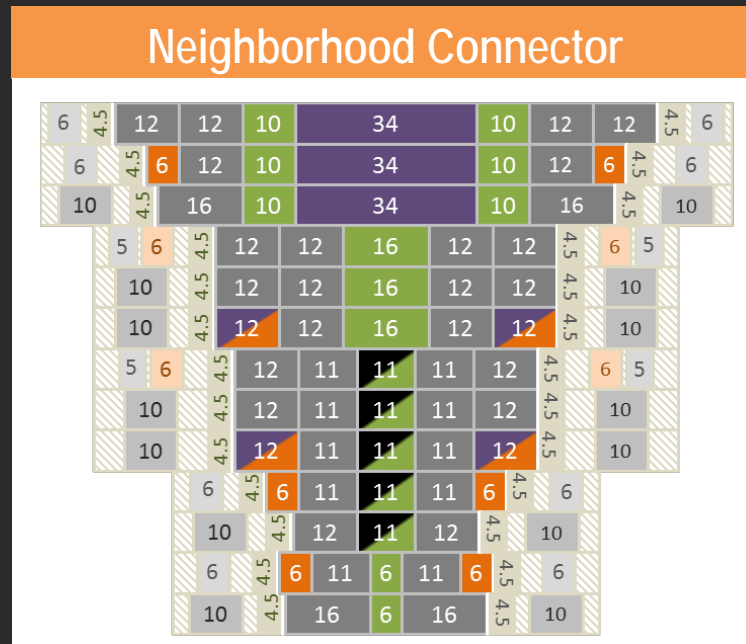
# How to Implement a Flexible System?

## Step 4

## Example

Street Type  $\triangleright$  Lanes  $\triangleright$  Transit  $\triangleright$  Median  $\triangleright$  Parking  $\triangleright$  Bikes

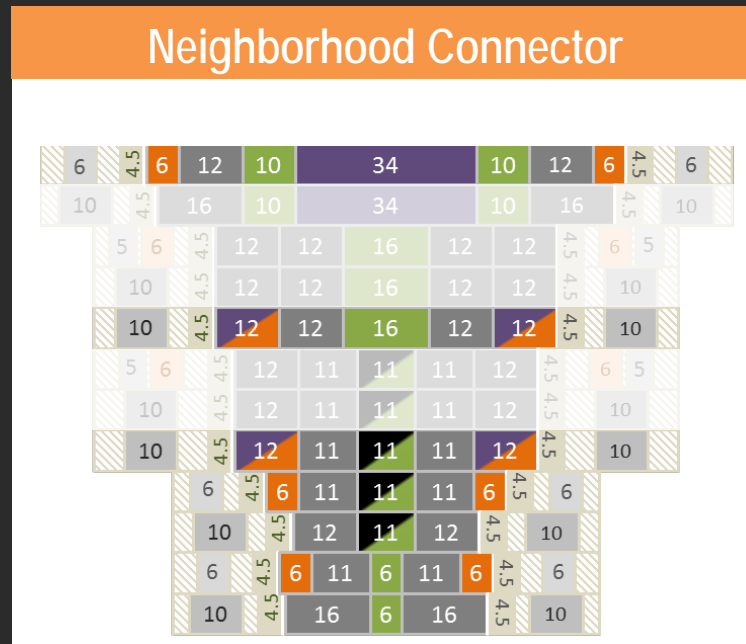
Neighborhood  
Connector



# How to Implement a Flexible System?

## Step 4

## Example





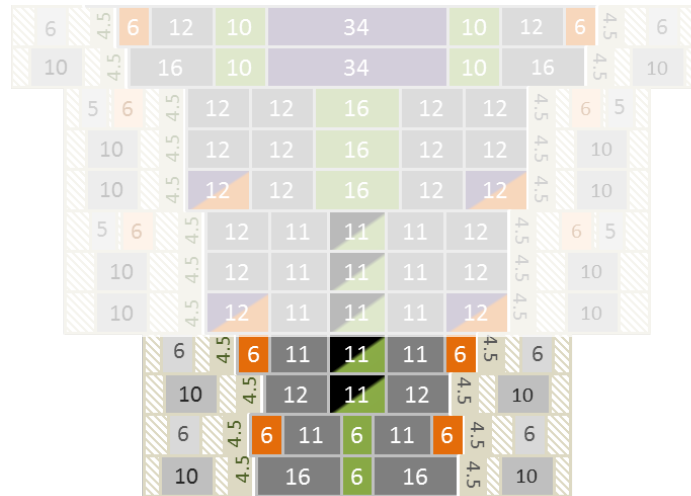
# How to Implement a Flexible System?

## Step 4

## Example



### Neighborhood Connector



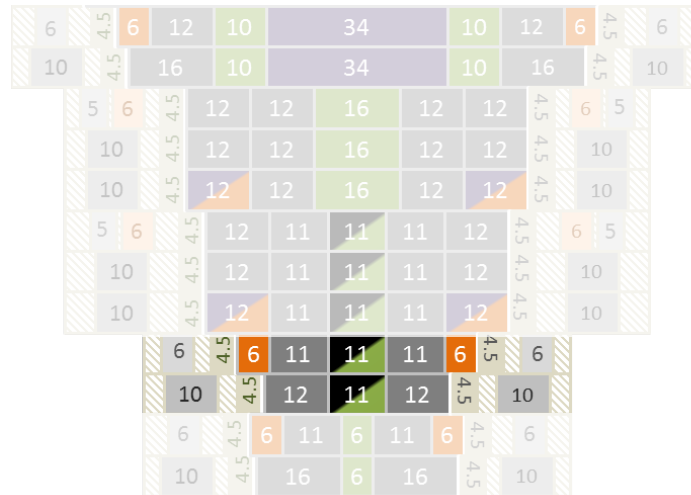
# How to Implement a Flexible System?

## Step 4

## Example



### Neighborhood Connector



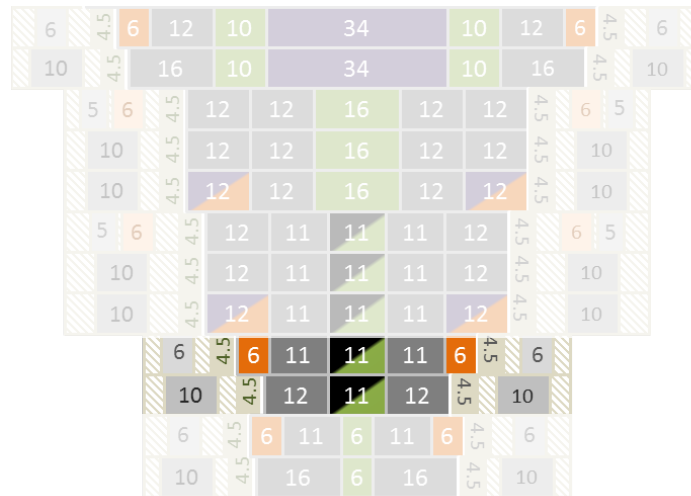
# How to Implement a Flexible System?

## Step 4

## Example



### Neighborhood Connector



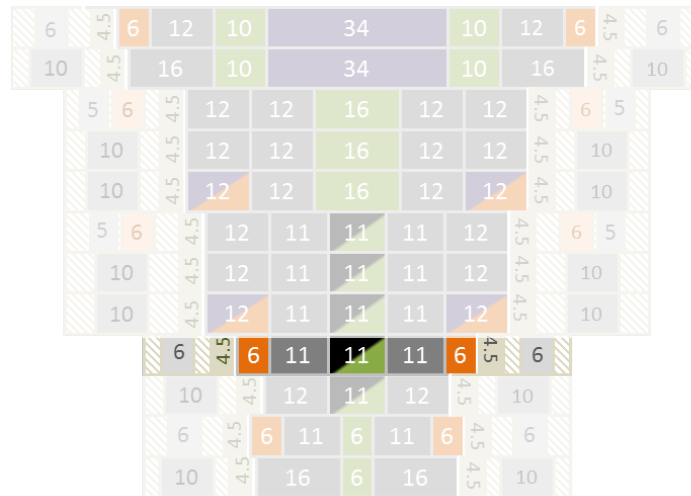
# How to Implement a Flexible System?

## Step 4

## Example

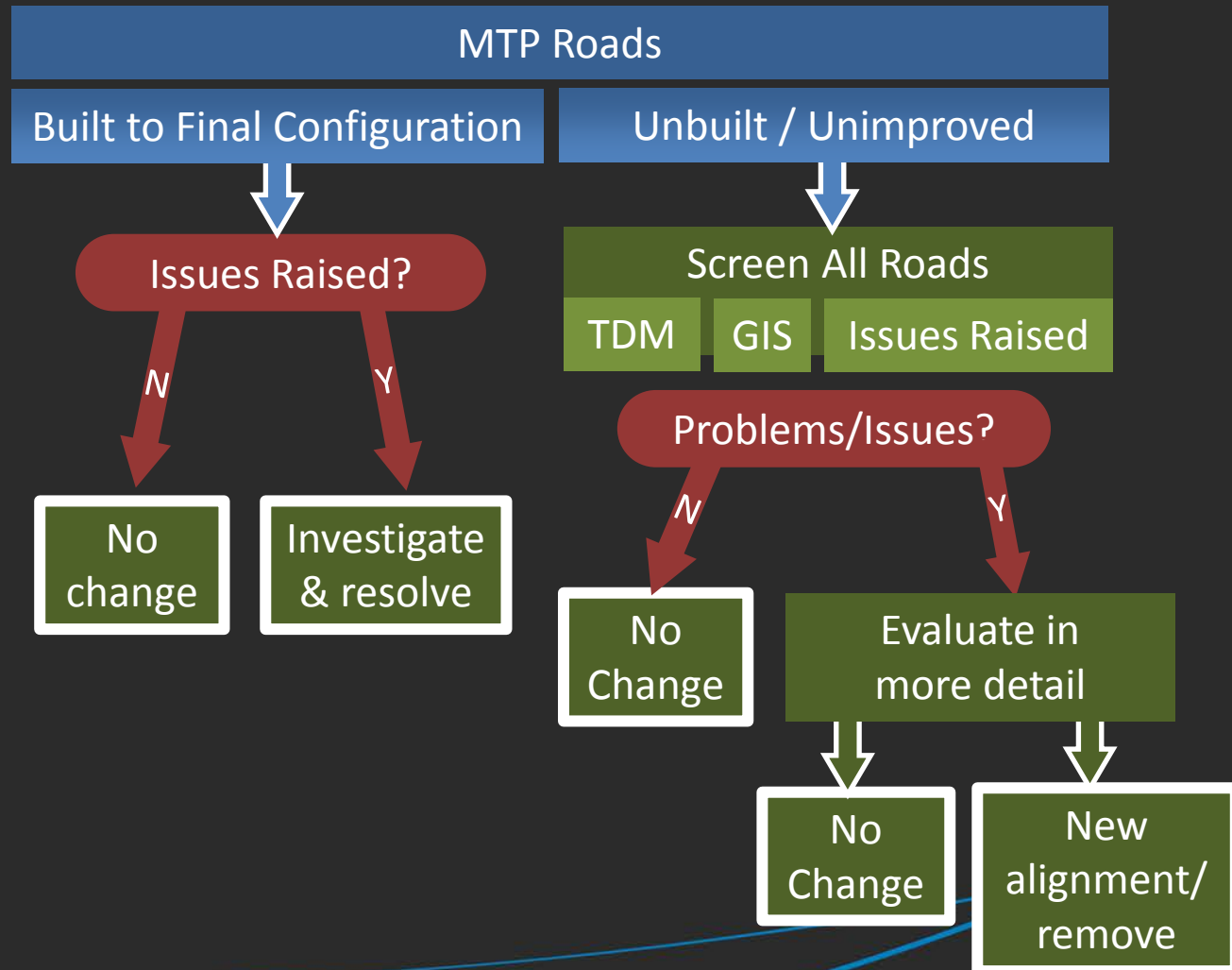


### Neighborhood Connector





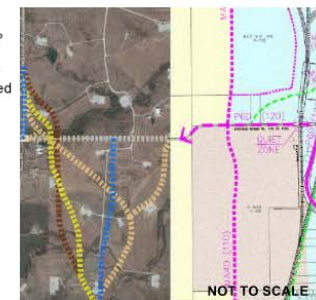
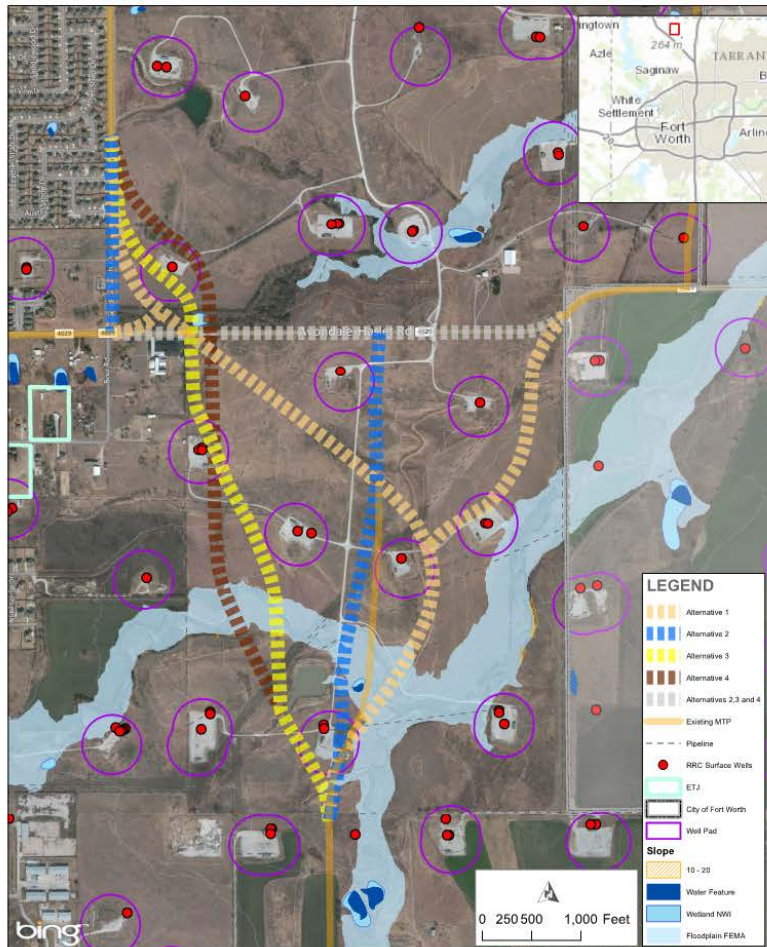
# Road Alignments – a Data-Driven Approach





# Road Alignments – a Data-Driven Approach

## Map Book



| Key Evaluation Issues for this Location  |                     |   |  |   |                                       |                                      |                         |              |
|--|---------------------|---|--|---|---------------------------------------|--------------------------------------|-------------------------|--------------|
| Alt. #                                   | Description         | Connectivity                                  | Mobility   | Development                                 | Relationship to Other Plans           | Wetlands/Scoopans                    | Other Physical Features | Cost         |
| 1  | Original MTP        | Discontinuous east-west, indirect north-south | Least direct for mobility, major E-W flow must make two turns        | Fair for development                        | Works with Haslet MTP                 | Most impacts                         | No major issues         | Highest cost |
| 2  | Offset Grid (Blue)  | Discontinuous north-south                     | E-W flow is direct, smaller N-S flow must make turns                 | Best, least new ROW, follows property lines | Works with Haslet MTP                 | Moderate impacts                     | No major issues         | Lowest Cost  |
| 3  | Shift West (Yellow) | Direct and continuous connections             | Good for mobility, major E-W flow and minor N-S flow are both direct | Good for development                        | Works with Haslet MTP                 | Fewest impacts                       | No major issues         | Lowest Cost  |
| 4  | Shift West (Green)  | Direct and continuous connections             | Best for mobility, good alignment, both E-W and N-S flows are direct | Good for development                        | Works with Haslet MTP                 | Moderate impacts                     | No major issues         | Lowest Cost  |
| Key Quantitative Items for this Location |                     |   |  |   |                                       |                                      |                         |              |
| Alt. #                                   | Description         | Length (miles)                                | Floodplain Impacts (acres)   | Creeks / Rivers Impacted (feet)             | Private Property Right-of-Way (acres) | Public Property Right-of-Way (acres) | Parcels Affected        | Pipelines    |
| 1  | Original MTP        | 2.3   | 3.2  | 740   | 34                                    | 2                                    | 28                      | 12           |
| 2  | Offset Grid (Blue)  | 2.2   | 2.0  | 715   | 27                                    | 8                                    | 43                      | 11           |
| 3  | Shift West (Yellow) | 2.3   | 1.2  | 992   | 23                                    | 8                                    | 36                      | 11           |
| 4  | Shift West (Green)  | 2.3   | 1.7  | 858   | 29                                    | 7                                    | 32                      | 11           |

Service Layer Credits: Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN,

ISSUE AREAS

AVONDALE ALIGNMENT REVIEW  
CITY OF FORT WORTH MTP



DRAFT - WORKING COPY





# PEER CITIES REVIEW FINDINGS



# Purpose

- Identify Applicable Concepts, Policies, and Processes

# Selection Criteria

- Pro-active in Master Thoroughfare Planning and Complete Streets Application
- Progressive Approach to Street Design
- Comparable Size and Population.

# Cities Selected for Review

- Austin
- Charlotte
- Denver
- Indianapolis
- Kansas City
- Minneapolis
- Phoenix
- Portland



# Innovative Practices with Potential Application to Fort Worth

## ○ Complete Streets:

- Complete Streets Performance Metrics/Replace Standard Levels of Service/Lower LOS Thresholds
- Complete Streets Advisory Board
- Design Element Matrix - User Perspectives
- Complete Streets Improvements Fund
- Before/After Studies to Support Policies

## ○ Retrofitting

- Complete Streets Checklist/Decision Tree/Adaptive Street Strategies/Prioritization Methodology for Constrained Rights of Way
- Guidelines that Allow Design Flexibility
- “Nodes of Shade” and Parklets

# Innovative Practices with Potential Application to Fort Worth

- Project Prioritization
  - Goals and Objectives used to Prioritize Projects
- Safety
  - Allow Back-in Angled Parking
  - All-Pedestrian Signal Phases in Pedestrian-Priority Areas
- Plan Development
  - MTP Updated to Correspond to Land Use whenever Platting Occurs
  - Connectivity Ratios for Collector Streets
  - Street Type Applied Regardless of Ownership and Maintenance Responsibility
  - Right Sizing Roadways to Maximize Tax Base



# NEXT STEPS



# Next Steps

## ○ Upcoming Meetings

- Next Task Force Meeting (Preliminary Plan) – October 19
- 3<sup>rd</sup> Round of Public Meetings (Draft Plan) – December

## ○ Project Tasks

- Refinement of Street Types and Lanes Maps
- Selection of Alignments
- Development of Preliminary and Draft Plans
- Preparation of Access Management Guidelines
- Development of Collector and Local Street Cross Section

# • Open House and Exit Survey

- Review and Comment on Maps

- Street Types Map
- Lanes Map

- Complete Survey

- Goal and Objectives
- Street Types
- Lanes Map
- Network Guidance
- Additional Comments



# For More Information

Visit our project website for  
upcoming events and information updates

[fortworthtexas.gov/MTP](https://fortworthtexas.gov/MTP)



# Master Thoroughfare Plan Update



## Thank You for Participating !